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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

SOUTHEAST CHINA SITUATION

GP/I - 149

30 January 1956

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CENTRAL INTELLIGENCE AGENCY  
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30 January 1956

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

SOUTHEAST CHINA SITUATION

25X1D

This memorandum reports significant changes in the Southeast China area as observed from a study of aerial photography flown between [REDACTED]

25X1D [REDACTED] Items of specific interest include airfields, defenses, transportation and electronic installations.

AIRFIELDS

25X1D Hui-An (25°02'N - 118°48'E): Two POL storage loops have been located approximately 2500 yards west of the runway. There are sixteen storage bunkers under construction in the two loops. The bunkers are 80' long and are expected to hold ten to twelve [REDACTED] storage tanks. It is therefore estimated that the storage capacity of this POL storage area will amount to no less than 720 metric tons when completed.

25X1D Lung-Tien (25°34'N - 119°28'E): A road has been constructed from the landing beach to the airfield cutting across the northeast over-run and ready ramp. It then extends as a loop road running parallel to and between the taxiway and runway. On [REDACTED] photography 27 sheds appeared along the edge of the loop road and therefore adjacent to the runway and taxiway. Piles of rock materials had been built up along the loop road. Surfacing activity was in progress on the southwest end of the runway.

Over one hundred small boats were off the beaching area. Considerable traffic was noted on the road leading from the beach to the airfield.

DEFENSES

Amoy area: One 4 gun artillery battery has been added to the Hung-tso area

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25X1D

(24°22'N - 118°08'E). This area was reported on in GP/I - 138 dated [REDACTED]

Six trucks in revetments and a probable four gun artillery battery was located approximately one mile northwest of Machiang Airfield.

Pa-chiao-shan (26°08'N - 119°40'E): This island in the mouth of the Min River is covered with extensive trench works and strong points. On photography dated [REDACTED] four artillery pieces were located on the northeast end of the island.

#### TRANSPORTATION

Railroad: Photography dated [REDACTED] reveals that the railroad terminating at Sung-hsu will follow the old rail bed westward for nine miles. At this point the railroad will turn to the north toward Chiao-wei. From Chiao-wei the railroad is expected to proceed almost due west for six miles to Hsi-shan. At Hsi-shan the railroad will turn toward the north and then to the west reaching the east bank of the Chiu-Lung Chiang one mile above the coastal highway bridge.

There is no indication of a rail survey line or railbed construction northeast of Chiao-wei toward the new causeway under construction west of Chi-mei. However, if the railroad were to be constructed on to Amoy Island via the two causeways, terrain conditions would require an alignment passing near Chiao-wei. Also, a branch line to Sung-hsu would be expected to follow the route currently under construction.

Shipping: On [REDACTED] the shipping at Ma Wei (25°50'N - 119°26'E) included the following: seven 120 foot cargo vessels attended by sampans and four 50 foot landing craft. On [REDACTED] these vessels had departed. Two cargo vessels, 325 foot and 345 foot long were anchored offshore.

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ELECTRONICS

Foochow (26°05'N - 119°18'E): Four rhombic antenna systems are in the northeast periphery of the city in the same area in which the two rhombic systems were reported in GP/I - 118 dated August 1955. The two new systems are similar to the two previously reported systems, forming, therefore, two large rhombic systems and two small rhombic systems.

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